

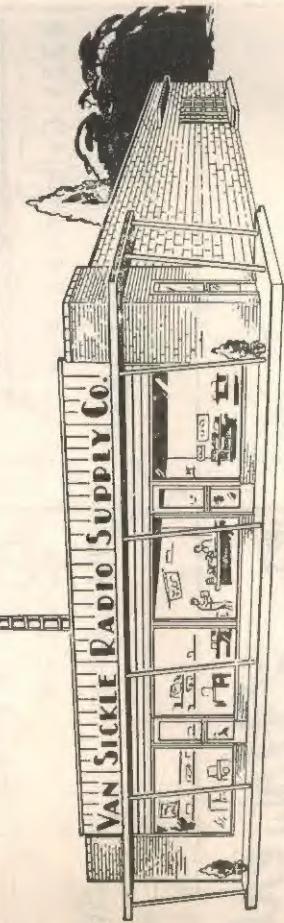
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Gene
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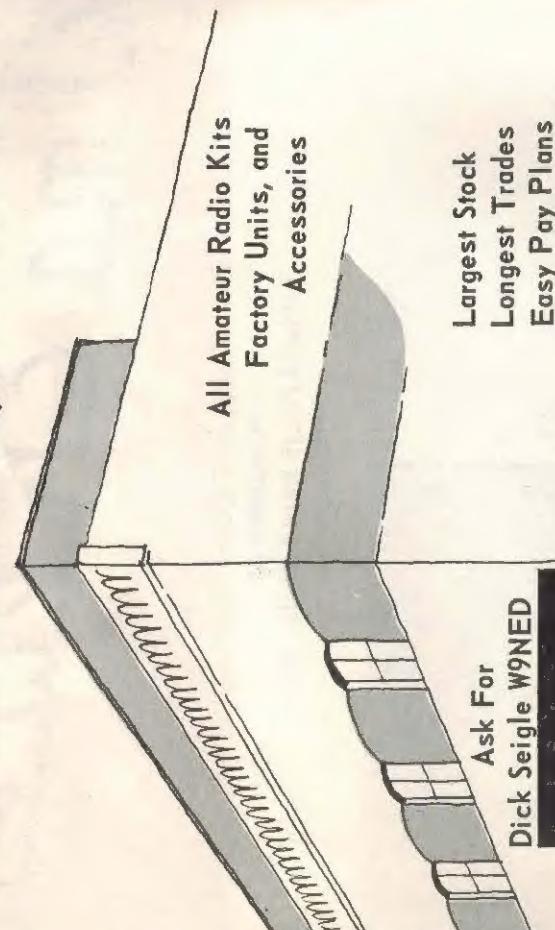
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The Indianapolis Radio Club meets on the 2nd and 4th Friday of each month at the Indianapolis Park Board Building located at 29th and Harding Streets. Meetings start promptly at 8:00 P.M., EST.

AMA-CHEWER STAFF

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Ama-Chewer is published monthly by and for I.R.C. and all Amateurs in this area. Non-Members of I.R.C. may subscribe at the rate of \$1.00 per year.

Publication is on the 3rd Friday of each month, with all news items and ads due no later than the first Friday of each month.

Ham-Ads (5 line limit) are free to members and subscribers. Others may use this facility at the rate of 50 cents per ad.

Ama-Chewer welcomes the forwarding of information on coming events of other clubs in the area for publication in the program section.

PROGRAM PREVIEW

To assist our Club members in planning their social activities during the month of June the Ama-Chewer provides the following list of current Club activities.

JUNE 14th OLD TIMERS NIGHT

JUNE 22nd FIELD DAY

JUNE 28th DICK JUDKINS . Topic to be announced.

Here is a list of the 1963 Summer Indiana Ham-Fest activities to date:

JULY 14th IRCC-LAFAYETTE, INDIANA

JULY 28th TURKEY RUN VHF PIC NIC

AUGUST 11th BIG BULL HAM FEST, Kokomo, Indiana

OCTOBER 13th SPRING MILL HAM FEST

This list is incomplete and a more complete list will appear in the Ama-Chewer as the dates become available.

FLASH BULLETIN !!!

On the evening of May 24th the Indianapolis Radio Club held its annual Swap and Shop Auction. Here is a list of the winners of the three grand prizes.

Monitor Scope Fred Billman, K9KKF
EICO 566 VOM Steve Hritsko, W9SFR
24 Hour Clock/Timer Rosalie Billman, K9KKG

If you don't recognize the following terms: ATC , PAR , PRF , ASR , SCAN CONVERTER , MTI , TRANSPONDER , PPI , INTERRI-GATOR CODE 77 , or PHOTO ELECTRIC READOUT it's obvious that you were not one of the 30 members and guests who visited the Federal Aviation Agency's "Air Traffic Control" (ATC) Center on Saturday, April 27th.

It would be impossible to tell those of you who were unable to make the tour all that we saw at the ATC Center , Control Tower , Precision Approach Radar (PAR) , transmitter site at the end of the main runway , or the Approach Surveillance Radar (ASR) . However , we can give you a hint and hope that you , too , will have an opportunity to see for yourself this amazing complex of radios , radars , and computers .

Upon arriving at the ATC Center , about 8:15 , we divided into groups . Our group went to the Main Control Tower first . In addition to the regular radio and radar equipment in the Control Tower , the most interesting part in this area was the Precision Approach Radar . This unit is used for "talking" the pilots down in very bad weather . In addition a pilot will occasionally ask for an approach in good weather , just for practice . The PAR transmitter and antenna are located in a small building at the South end of the runway . Pilots can use this radar approach only on the one runway . Two elliptical parabolic antenna , one for horizontal and the other for vertical position , sweep back and forth . The operators in the Tower read the information concerning the plane's location from their scopes and advise the pilot if he is on the proper 2 1/2 degree glide slope approach and if he is left or right of the center line of the runway . There are two operators positions . After the first one brings the plane into a certain point the second operator , on an expanded scale scope , talks him down to the runway .

At the ATC Building , which is bomb proof , radiation proof , and also insulated on the inside with two or more layers of foam rubber ; you will find an interesting group . All of the air traffic controllers are under thirty-eight years of age . There is one woman; however , it appears the pilots prefer

men! The average controller has either actual flying experience or four years experience as a controller in military service. He is not allowed to control any flights until he has completed a two year training program. Seventy percent of the applicants to this program "wash out." The men who graduate are cool, calm, serious controllers with a special language of their own.

The Center has three long range radar locations which are all controlled from Indianapolis. The first, located in London, Ohio; the second located at Lynch, Kentucky; and the third, located at Indianapolis; are connected by multihop microwave installations. All equipment, including the rotation of the antennas at these remote locations, is controlled from ATC in Indianapolis. The long range radar has a 200 mile capability. The Center in Indianapolis covers Illinois, Indiana, Kentucky, Ohio, Pennsylvania, Virginia and Georgia.

After the signal is presented on the PPI scope the operators use a Scan Converter, various delay circuits, and a map of the air routes in the coverage area, and a closed circuit TV hook-up to analyze the air space situation. One group of Controllers talks to all aircraft below 24,000 feet and another handles those above 24,000 feet. Both groups are using the same radar system, but the planes above 24,000 feet are coded to make two marks on the TV presentation. This is accomplished through the use of a transponder mounted in the airplane. A second antenna on top of the main radar antenna sends a signal to the plane; the plane's transponder codes the signal and re-transmits it to the radar thus coding it to mark twice on the TV scope.

There are 26 Control Centers in the Country. Indianapolis can be proud of the work that it's men and women are doing at the Air Traffic Control Center.

DE - W9PSE

Thanks to a group of very capable people employed by the Federal Aviation Agency at Weir Cook Airport, members and guests of the Club had an enjoyable tour of radio and radar facilities there on April 27th. The experience was an eye-opener for many who didn't realize the amount of electronic equipment involved in making air travel convenient and safe.

Now seems a logical time to ask if you would like to have other tours, and if so, of what type.

Are there some local industries involved in electronics that you would like to see in operation? Would you like to see behind the scenes at a radio or TV station? If you favor tours, would you prefer that they be in the evening, possibly on a meeting night, or on a Saturday?

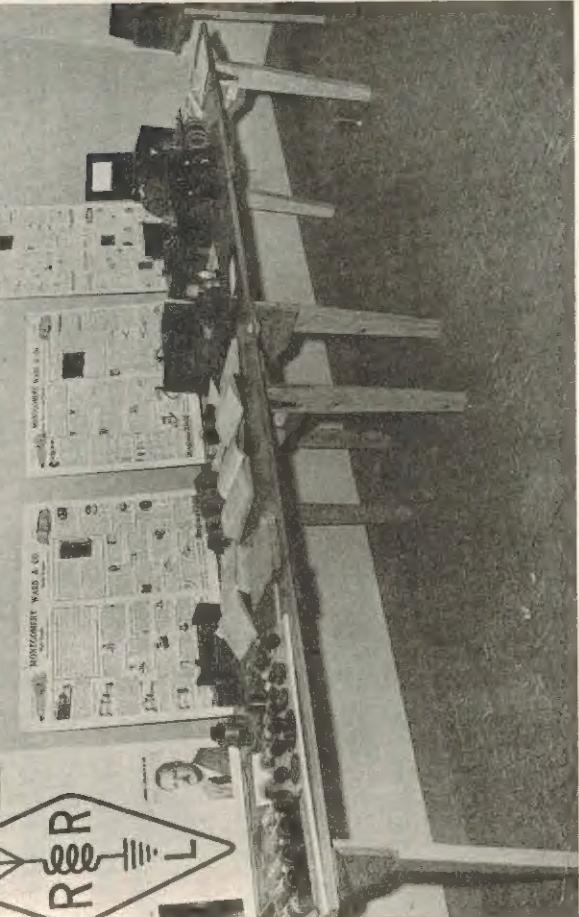
Contact any of the officers with your ideas so they can be discussed at Board Meetings and steps taken to keep the Club's activities to your liking.

73
de - K9KTL

GRAHAM'S SPECIALS

Collins 75 S 2 Receiver	\$425.00
Drake 1-A Receiver	\$185.00
Drake 2-A Receiver	\$215.00
Hallicrafter SX-111	\$229.00
Johnson Valiant....Reconditioned.....	\$298.00
Johnson Ranger...REAL NICE...Push to Talk.....	\$179.50
Heath DX-100-B.....	\$149.00
Gonset Communicator III.....6 Meters.....	\$189.00
Hallicrafter SX-100.....Fully Reconditioned	\$225.00
Hallicrafter HT-37.....	\$395.00
National NC-303....w/xtal. Calibrator.....	\$365.00

May 4, 1963



"The ARRL Board of Directors in annual meeting at Hartford, heartily affirmed previous actions of the Executive Committee promoting increased operating and technical competency of the amateur body. As another step in the League's program to further enhance the performance of the amateur service in the public interest, and thus provide additional justification to regulatory bodies for the continued retention of amateur frequencies, the Board unanimously adopted a resolution to extend the existing incentive licensing structure by reestablishment of an advance grade of amateur license.

The holding of a Conditional or a General Class license for one year would be a prerequisite to eligibility for the new class. No advanced code speed tests would be required, but the written examination would be geared to more modern techniques and practices. The Board did not immediately recommend specific frequency privileges but contemplates eventual assignment of portions of the high frequency amateur bands as appropriate to the proposed license. The effective date of such privileges would be a year or more after adoption of new rules so as to afford all existing amateurs ample opportunity to qualify for the license.

As additional points in its program, the Board will seek a complete review and revision of the present written examinations for various classes of amateur radio licenses in the light of present amateur techniques, and modification of the rules concerning the Conditional Class License to limit the term and permit renewal only to handicapped persons, those in military service, or upon a finding by the FCC of genuine hardship.

Approval was given for making the League's present Amateur Radio Emergency Corps and National Traffic System parts of an Amateur Radio Public Service Corps. The Board urged clubs to give more emphasis on the technical aspects in planning their programs. The League will develop additional items in connection with a club training program.

June 14th is a red letter night for the IRC. That's the date for the Old Timers night, when all this modern jazz about transistors and diodes and sideband and stuff like that there will be shoved aside for some dope on spark gap transmitters and crystal detectors and other matters from the good old days.

A program in keeping with this theme is being worked out, and should in itself be well worth the attention of everyone, youngster and O.T. alike.

Invitations have gone out to radio clubs over the state and to individual old timers, at least as many of them as we young squirts have been able to locate. If you know of any we may have missed, contact K9KTL IMMEDIATELY. We don't want to leave anyone out.

We're asking them to bring some of their old gear, if possible to show to the Club. If you know of some old piece of ham radio gear gathering dust in someones attic, assign yourself as a committee of one right now to see that it gets to the Club that night, along with its owner.

A prize will be given the Old Timer present who was on the air earliest.

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The Board also moved to ask the FCC to open the entire Two Meter Band to Technician licensees. The Directors acted to reinstate present members of the League's Executive Committee and added Director, Charles Compton, WØBUO, to the Committee membership. League officials were commended for their excellent representation in Washington. An expression of appreciation was voted Senator Barry Goldwater for his bill to permit reciprocal operating privileges. A special award was voted John Troster, W6ISQ, for authorship of the excellent series of articles in QST.

Approval was given to plans for another national convention to be held in New York City during August, 1964 during the World's Fair.

The highlights of the meeting of the ARRL Board of Directors will appear in June QST and the full, detailed minutes of Board action will appear in the July issue."

SPLATTER

The night of the "big wind", April 22, when homes in the Northeastern part of Indianapolis were damaged by high winds, a number of amateurs attempted to be of service in providing emergency communications.

K9DUR and K9MKU, both operating mobile on six meters, eventually penetrated the damaged area, after encountering considerable difficulties, only to find that the authorities who had requested amateur radio assistance were no longer interested.

W9PTO and WA9EWI voluntarily assumed "net control" responsibilities in coordinating the movements of the mobiles and explaining the situation to the numerous home stations which came on the air to offer any help they could give. Included among the stations which stood by during the late evening for possible service were K9PCPA, K9YBZ, WA9BSK, W9KLM and K9VFI.



Bruce Kelley, W2ICE has loaned us a photo of an authentic 1921 1 KW spark transmitter assembled from original gear and now at the antique wireless museum. AWA president, W2GB is at the key. Even the QSL's immediately above the equipment are genuine QSL's of the period. The station has received special permission from FCC to operate at the 1963 ARRL Convention in Cleveland this October.

FOR SALE

Mosley CM-1 Communications Receiver. Only few months old; excellent condition. Best Offer.

Contact: Joe Juskewicz

108 North Drexel Avenue, Indianapolis, Ind.

"QNI"

(continued from page 10)

In the last issue, we discussed the variety of traffic nets which an amateur may check into, and how messages are relayed to their destinations by these nets.

In composing messages, follow the message form adopted by the ARRL for uniformity and convenience.

First comes the message number, which you assign to each message you originate for filing purposes. (And remember you must keep a copy of all your messages for one year, just like you keep your log book for one year.)

Next comes your call letters as the station of origin. Then comes the check. This is a number indicating the total number of words and punctuation marks in the text of the message. For an explanation of how to count the check, see the booklet "How to Operate an Amateur Radio Station," published by the ARRL and available free to all hams.

Next comes the place of origin, which is your city and state. Then comes the time filed, which is the time you composed the message, or when it was given to you for transmission. Then comes the date filed.

Next the name and complete address of the person to whom the message is addressed, then the text. Keep it simple, and under about 30 words if possible. Word it so that if punctuation is accidentally dropped, the message meaning won't be altered. Then comes the signature.

Here's a sample message, as it might be sent by you:

NR 1 W9JP CK 22 INDIANAPOLIS IND 2300Z FEB 23 1963

TO JOHN DOE
1234 SOUTH VINE ST
PODUNK IOWA
PHONE ME 0 1234

THANKS FOR BEAUTIFUL BIRTHDAY GIFT. HOPE TO SEE YOU DURING VACATION TRIP NEXT MONTH. UNCLE ANDY SENDS GREETINGS. REGARDS

JOE

The next time you have a brief message you want to send a

friend in the next county, the next state, or clear across the continent (and in certain cases, in overseas areas), try sending by ham radio. Encourage your friends to do likewise. Since traffic is handled by volunteer operators, just like yourself, delivery is not guaranteed, but the reputation of hams for getting the message through is very high. You'll find a wonderful feeling of pride in being part of the traffic handling organization that upholds this reputation.

de K9KTL

COVER STORY

Our cover photo this month was taken by Frank Fitch at the old timers night in January 1956. Shown are some of the old, old timers present then. Myron McKee, W9ARK won the trophy presented by I.R.C. to the amateur present who is active and has been on the air the longest period. All of these men were (and some still are) members of I.R.C., one of the oldest, if not the oldest amateur radio club in the United States today. Left to Right seated: W. E. Davis, W9SSE; D. J. Angus, W9CYQ; Nobe Watson, W9WE-W9RUC; Earl Springer, W9HTB; and John Hall, W9ASJ.

Left to right standing: Martin Luchinger, W9DWU; Harry Smith, W9TT; M. Crosley Bartlett, W9MC; Myron McKee, W9ARK; Rudy Crandall, W9TKE; Woodrow Cook, W9GJS; Ray Forbes, W9HNS; Robert Stuart, W9AXH; and Fred Finehout, W9PI.

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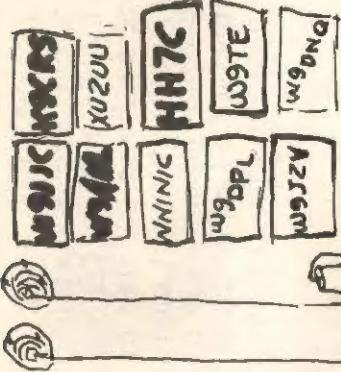
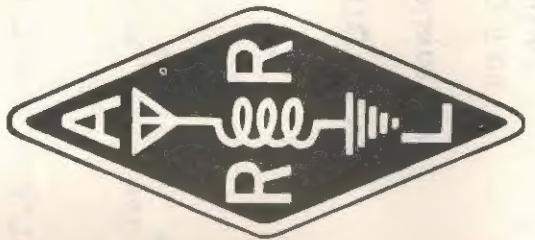
PHOTOGRAPHY

by
Frank M. Fitch

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